



The Canal Zone Philatelist



Vol. 27, No. 1

First Quarter, 1991

Whole No. 98

Vice-President's Report Richard H. Salz 60-27th Avenue, San Francisco, CA 94121

Here I am again after more than a year's absence. Time certainly passes in a hurry. Hopefully, this "literary" endeavor will not be a rehash of previous reports, but as the 20th mail sale material will start arriving at my doorstep (mailbox) in the near future perhaps a review of this subject should be undertaken now. Please recall that stamps below \$100 catalog value really do not fare well in the CZSG mail sales when they are afflicted with hospitalizing problems such as missing perforations, thin spots, scrapes, outright holes, and horrible centering. I beg of you not to send that kind of material as it not only would not receive a bid but will not be included in the sale. That means you get it back. If you will review the prices realized of the 19th mail sale you will note the numerous no-bid lots which help prove my point on those stamps needing hospitalization. Elsewhere in this issue you will read the notice as to when and where to send your mail sale material.

George Stilwell and I would like to report that the request (in the prices realized for the 19th sale) for a new mail sale committee did not bring in an avalanche of volunteers. We received the usual ZERO response; so this request is going out again, but this time to all members. Someone please surprise us!

(Continued on page 4)

Mail Sale No. 20

Consignments for the 20th mail sale may be sent between June 17 and July 5, 1991, to Richard H. Salz, 60-27th Avenue, San Francisco, CA 94121. Certificates are required on Scott Nos. 1, 2, 3, and 15. Please ship material insured or registered and be sure to include an inventory. This sale will be held in late September or early October.

Mail to Asia By Brad Wilde

Foreign destinations from the Canal Zone have always interested me. While covers to Europe are relatively easy to obtain, it is difficult to find those addressed to Africa and Asia. An

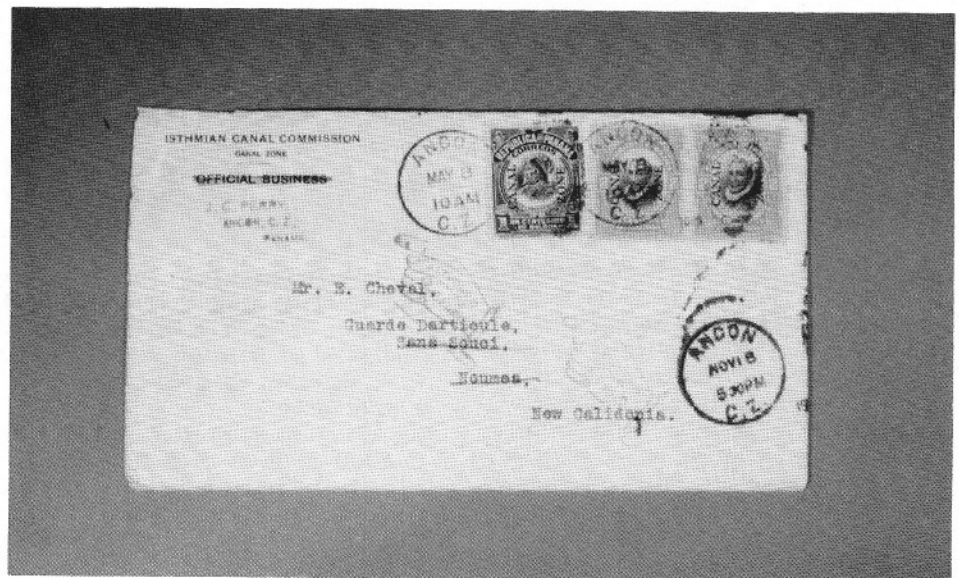


Fig. 1. Five-cent foreign surface letter rate.

interesting cover illustrating the five-cent foreign surface letter rate is shown in Fig. 1. This rate was in effect from July 18, 1904, until July 14, 1951. The cover was mailed to Noumea, New Caledonia, on May 8, 1914, from the noted philatelist J.C. Perry. The addressee never called for the letter and it was returned, arriving back in Ancon on November 18th. The "Returned to Sender" marking was probably applied at Ancon, rather than Noumea, because the words are in English rather than French. The five cent rate is paid by Scott No. 31 and a pair of No. 32s.

When air mail service was established between the Canal Zone and the United States, a new method of sending mail to foreign destinations was established. The letter would be sent to the United States via airmail, and then on to the foreign country by ship. The rate paid was additive: the domestic air mail letter rate was added to the foreign surface letter rate. Figure 2 illustrates

an example of such a cover mailed to Hong Kong. The rates are paid by Scott No. 107 and C10. The 15-cent domestic airmail rate was in effect from December 1, 1937 until March 31, 1945. The letter was mailed at Cristobal on April 25, 1941, and is from one shipping agent to another.

(Continued on page 3)

Meeting Notice

At WESTPEX'91, a regional meeting of the CZSG will be held at the Cathedral Hill Hotel, Van Ness Avenue and Geary Boulevard, San Francisco, California, on Saturday, April 27, 1991 at 3:00 p.m. This will be our 22nd consecutive meeting to be held at the annual WESTPEX show. Details from Richard Salz, 60-27th Avenue, San Francisco, CA 94121.

The Canal Zone Philatelist
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Robert A. Reisinger, Editor
3845 Inca Street NE
Albuquerque, NM 87111

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Display advertising accepted from CZSG members only at the following rates per insertion:

One column, two inches	\$10.00
One column, five inches	20.00
Two columns, five inches	35.00

No larger advertisements than above are accepted. Remittance must accompany copy. Deadline for ads, first day of Mar., June, Sept., Dec. Advertising copy should be sent to Paul J. Kravitz, P.O. Box 369, New City, NY 10956.

Back issues of the journal, handbooks, and other publications can be ordered from Richard F. Murphy, 501 Rosebud Lane, Greer, SC 29650.

Articles and information for publication should be sent to Robert A. Reisinger, Editor, 3845 Inca Street NE, Albuquerque, NM 87111. Manuscripts must be double-spaced typed or printed copy. Glossy photographs must be supplied for figures of stamps or covers which must show clearly against black backgrounds. Photocopies are not satisfactory. If you need help, write to the Editor. The author must advise the Editor if the article has been published or is being considered for publication elsewhere.

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Canal Zone Study Group

Auctions

By Gilbert N. Plass

Since our last report, we have received prices realized on only a few auction sales. All the stamps in the following list are unused unless mentioned otherwise. Serious defects are noted. Prices do not include the 10% premium paid by the buyer. The catalogue price listed in the auction catalogue is given in parenthesis following the selling price. Each auction is reported separately.

The most unusual sale was that of Christie's - Robson Lowe in New York in September 1990 which contained the proofs and essays in the American Bank Note Company archives for the United States Possessions and other countries in the Americas and elsewhere. Virtually the entire collection consisted of material not known to be in private hands.

There were 60 lots of proofs and stamps with "Specimen" overprints from the Canal Zone from the period 1909 to 1924. All the Specimen stamps had a blue or red overprint and a security punch consisting of a round hole through each stamp on the sheet. The most interesting lots to me were the complete uncut sheets as printed of 12 booklet panes of 6 stamps each, all with the "Specimen" overprint and security punch. The estimated prices in the catalogue for most of the lots in the sale were very much too low. It has been reported to me that most of the Canal Zone lots were purchased by a group of collectors and dealers.

42S-45S, sh. of 100, \$4500
49S-51S, sh. of 100, \$3800
53cS, 2 panes of 12 booklet panes each, \$3000
55eS, pane of 12 booklet panes, \$3800
56gS, pane of 12 booklet panes, \$2300
58S, 59S, sh. of 100, \$5800
60S-66S, sh. of 100 of each, \$5800
60bS, 2 panes of 12 booklet panes each, \$3200
61fS, 2 panes of 12 booklet panes each, \$4200
68Svar, 69Svar, 3 panes of each value containing 30 booklet panes, these panes were unissued, \$5200
69var, 5¢-1b, 7 unissued values, sh. of 100, Specimen overprint and security punch, \$11,500.

The largest Canal Zone auction of the season was once again that of the Canal Zone Study Group. The following is just a small selection from this extensive sale.

1, sl. disturbed og, \$400 (\$400)
3, \$270 (\$300)
10a, Canal Zone inverted, \$210 (\$175)
11b, PANAMA inverted, \$320 (\$350)
22a, bl. of 4 stamps, horiz. pr. imperf. btw., small gum stain, \$1900 (\$2000)
22g, Inv. head and ov., pulled perf., \$2200 (\$2500)
23a, horiz. pr., imperf. btw., \$1500 (\$1250)
36a, inv. 10 cts., \$260 (\$300)
46, 2nd printing, light green, \$250 (\$225)
55b, horiz. pr., one without ov., perfs cut, \$1300 (\$900)
58, \$210 (\$250)
59, \$160 (\$125)
60b, booklet pane, trop. gum, \$550 (\$750)
65, \$54 (\$50)
67a, ZONE CANAL, \$600 (\$750)
CZSG 69.A, unissued arms, 5¢, ng, \$220 (\$225)
CZSG 69.B, unissued arms, 10¢, ng, \$210 (\$225)
84b, ZONE CANAL, \$210 (\$225)
84d, booklet pane, f, \$180 (\$225)
85, wrong font CANAL, \$160
85a in bl. of 9, ZONE ZONE, \$440 (\$530)
91a, ZONE only, f, \$850 (\$1100)
C2, \$90 (\$85)
CO1-7, 14, \$95 (\$125)
CO11, unused, og, f, \$375
26v, CZSG 26 PD-A, Bliss precancel
POSTAGE DUE, \$320

UX2 (S9), \$180 (\$200)
Z111, Zep. flight, Cristobal-New York-Fried., US C13; CZ C1, C3 (2), C4 (2), on post card, \$1150
2d, diagonal CANAL ZONE on July 9, 1904 cover, \$1100

Apfelbaum during July 1990 had some rare Canal Zone stamps including:

10a, CANAL ZONE inv., \$250 (\$250)
22e, double ov., \$210 (\$225)
39e, inv. center, ov. down, \$700 (\$700)
53b, pr., right st. without ov., \$2200 (\$900)
56c, pr., left st. without ov., \$1550 (\$700)
71a, inverted ov., \$300 (\$450)
84b, ZONE CANAL, \$275 (\$300)

Addresses of above auctioneers: Earl P.L. Apfelbaum Inc., 2006 Walnut St., Philadelphia, PA 19103; Christie's - Robson Lowe, 502 Park Ave., New York, N.Y. 10022. Please mention *The Canal Zone Philatelist* when writing for catalogues. Auctioneers, please send catalogues with prices realized to Gilbert N. Plass, Box 9973, College Station, TX 77842.

19th Mail Sale Report

The books are finally closed on the 1990 Mail Sale. Nine hundred lots were sold for \$83,160.00. This is 65.4% of \$127,093.00 catalogue and estimate of lots sold.

There were 47 venders and 239 bidders of which 179 were successful. Several thousand bids were submitted. There were 17 lots with 10 or more bids and 4 lots, 4, 24, 969 and 996 with 14 or 15 bids each. Tie bids were reported on 38 lots and lot 738 had a triple tie with a total of 7 bids.

The highest percentage of catalogue and estimate were on precancels, perfins, stocks, revenues, covers and books.

This year Dick Salz was sick so he and Maggie could not come East. Dick Bates, George Campbell and Richard Murphy were on business trips. Mike Demski drove down from New Jersey to help my wife and me close this mail sale. Thank you, Mike!

Prices realized are still available for a S.A.S.E.

George W. Stilwell
For the East Coast Mail Sale
Committee
(Ginny and Mike)

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Mail to Asia

(Continued from page 1)

Beginning November 11, 1935, it was possible to send a letter all the way from the Canal Zone to the Far East. Again, the rate was additive, comprised of the domestic airmail letter rate and the airmail rate from the United States to Asia. An example is shown in Fig. 3. The rate is 20 cents to the United States (in effect from January 1, 1930, to October 31, 1937) plus 70 cents from the United States (in effect from early 1936 until the onset of WWII). The 90 cents is paid by six copies of Scott No. 110, a copy of No. 105, and a copy of C7. The cover was mailed on September 27, 1937, from Balboa Heights. Note the "BYTRANSAPACIFICROUTE" handstamp. As an interesting addition, the cover is a first day for Scott No. 110.

In July 1949, the rate was changed to 31 cents per 1/2 ounce. As there was no 31 cent stamp available at the time, the covers are franked with a variety of Canal Zone stamps. Figures 4 and 5 show two examples. The first, addressed to New Zealand, has Scott No. 105, C9 and C11, while the second, addressed to the New Hebrides, is franked with Scott No. 105, 144, and 145.

Registry Service was also available to foreign destinations. Figure 6 illustrates a nice example of the 10-cent rate that was in effect from November 8, 1909 until December 17, 1925. The cover also shows the 3 cent per additional ounce rate. The 18 cents total postage is paid by Scott No. 49 and two copies of No. 69 added to U2. The letter was mailed from Cristobal on February 11, 1924 to Kuala Lumpur, Malaysia. On December 18, 1925, the foreign registry rate increased to 15 cents. The cover in Fig. 7 shows Scott No. 92 paying the 15-cent registry fee plus the 5 cent foreign surface letter rate. The stamp is improperly cancelled by the Balboa Heights received handstamp (Ent Rc-4). Mailed on June 18, 1926, the letter transited San Francisco, Seattle, and Shanghai before arriving in Tsinan in early August.

Covers bearing \$1 stamps properly used are difficult to find and Figs. 8 and 9 show two addressed to Macau. Both are proper usages; the \$1 consisting of 85 cents for the airmail letter rate plus 15 cents for the registry fee. The envelope bearing C14 was mailed from Ancon on January 10, 1938, and the one with C20 was also mailed from Ancon but on June 14, 1940. One collector recalls that Joseph Chong Hoon, who worked for the Chase Bank, had a shoebox full of such covers. Do any besides these two survive?

Beginning on December 18, 1925, it was possible to request a return receipt on foreign registered mail. The fee was 5 cents. The same as a regular foreign surface letter. The cover illustrated in Fig. 10 demonstrates this service. The return receipt is paid for by Scott No. 107. The

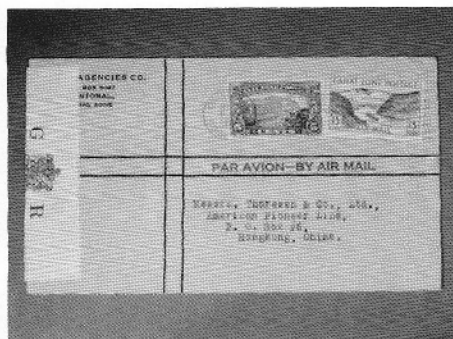


Fig. 2. Domestic airmail rate added to foreign surface rate.



Fig. 3. Domestic plus foreign airmail rate.



Fig. 4. C9, C11 and Scott No. 105 paying 31-cent rate.



Fig. 5. Scott Nos. 105, 144 and 145 paying 31-cent rate.

C13 pays the 20-cent airmail rate to the United States, the 5-cent rate from the United States to China, plus the 15-cent foreign registry fee. The letter was mailed at Ancon on November 29, 1935, and arrived in Canton in early January 1936.

Fig. 10. Cover demonstrating return receipt free. ➡



Fig. 6. Rare usage of Scott No. 49 on registered cover.



Fig. 7. Scott No. 92 paying registry fee plus surface letter rate.

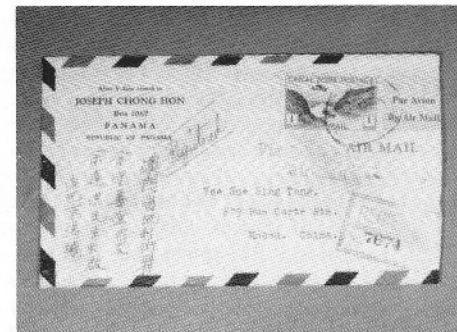


Fig. 8. C14 paying airmail and registry rates.



Fig. 9. C20 used on commercial cover.



Vice-President's Report

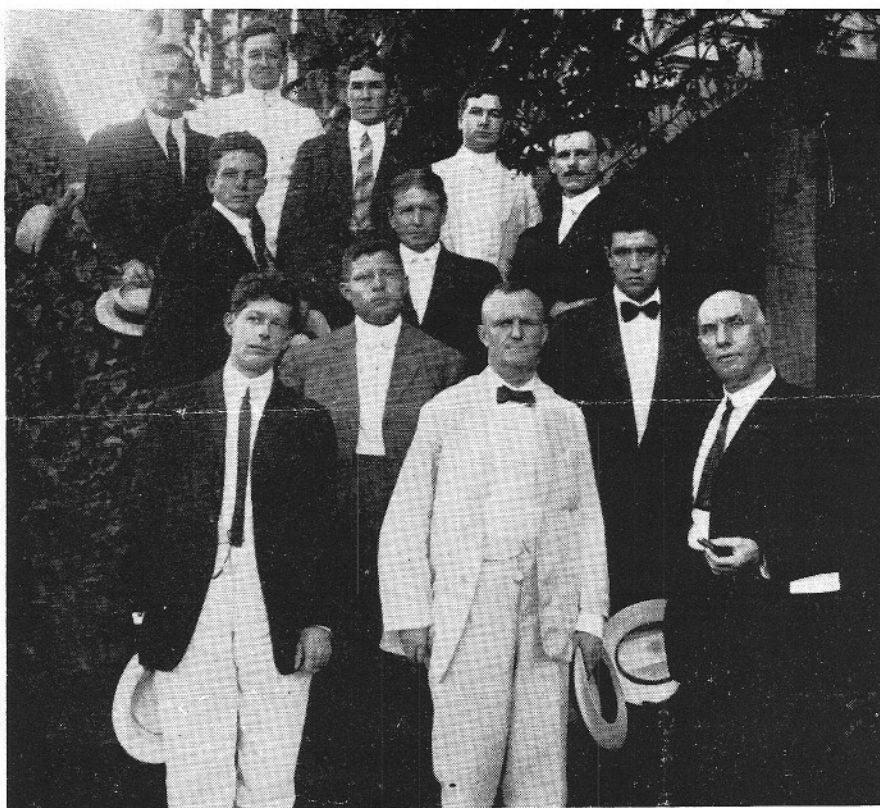
(Continued from page 1)

What about literary productions? They are moving slowly as is to be expected, for it takes time to whip these articles into what will make a good (we hope) handbook. Just to whet your appetite I will list what is in the works and what is being read and reread by your publication committee: Lawson Entwistle's second edition of *Canal Zone Postal Markings*; Brad Wilde's *Canal Zone Postal Rates*; a compendium of First Day Covers and a booklet on the U.S.F. Constitution, by R. Wentworth and R. Karrer; a major production on Canal Zone aerophilately by David Leeds; and a detailed article on the correlation between siderographers/plate finishers and plate numbers by Bill Moore. This is a large amount of publishing and though the money is available to cover printing and distribution costs, the amount of work involved in getting the manuscripts into publishable form takes eons. So bear with us and we hope to have some nice surprises coming your way - I didn't say when!

As you are all well aware, the CZSG is nurtured and run by a half-dozen or so members who for some reason or other are dedicated to keeping the ship afloat. The present group is getting a bit saddle-sore from the many years of riding herd on the numerous aspects of running a 900+ member organization. (No way does it run by itself!) So if any of you out there (in radio land) would like to get your feet wet, or paddle the canoe, just drop me a note and something to your liking will be worked out. You will get a large amount of personal satisfaction from helping to manage the CZSG, but don't forget whatever your undertaking the pay is miniscule, in fact, non-existent, except for such incidentals as postage, phone and paper products.

Thanks to all of you who have helped steer the ship as well as thanks to all the members, for without members we wouldn't have a job.

I am sure that many of you have heard about the unbelievable prices paid for the specimen Canal Zone stamps in the Christie sale of September 12, 1990. This outstanding material was from the archives of the American Bank Note Co. It is hoped that the many specimen stamps will be added to the Canal Zone section of the *Scott Specialized Catalogue* in the not too distant future. As there are many specimen overprints listed in the *Scott* catalogue for U.S. stamps, it does not seem unreasonable for future Canal Zone listings. A detailed article and report of the auction has been promised for inclusion in one of our future CZPs.



SOME OF the old post office people are shown in this photograph, taken about 1912. All are named, left to right. Front row: Gerald D. Bliss, Tom M. Cooke, Richard L. Metcalfe; second row: Anselm M. Warner, William G. Taylor; third row: George E. LeMire, Abel A. Hunter, Hal B. Cooper; back row: John W. Tannehill, Fred L. Gorham, Cullen D. Thaxton, and Garfield O. Gilbert.

From The Panama Canal Review, July 2, 1954. A few interesting paragraphs.

R.H. Salz

Canal Zone Post Offices Celebrate 50th Anniversary

Postal People

Postal people have always been clannish and even they themselves admit it. The first postal picnic was held on Toboga Island on Labor Day 1911, and Zonians were publicly advised to expect no mail service that day...

A roster of postal employees is studded with names of well-known Zonians (Fig. 1). F.H. Wang, former Executive Secretary, was once a postal clerk. Gerald Bliss, one of the Canal Zone's best-known figures, was a postmaster for years. Stacy Russell, one-time postal inspector, delivered mail for President Franklin D. Roosevelt to the Galapagos Islands and to the open waters of the Pacific where the President was resting and fishing. A.M. Warner, first postmaster at Balboa Heights, believed in postal regulations by the book. On one occasion he intended to require Governor Goethals to come to the post office to get a registered letter in person; he thought better of it and took the letter and the registry book to the Governor.

Once every few years, when it sells by bid unclaimed and undeliverable parcels, the Canal Zone postal service discovers what strange things it may have been handling. At the last sale, in 1952, there were such varied items as lampshades, suitcases, clocks, radios, wedding rings, baby rattles, wrenches, and cooking pots.

Eggs and Cat

They didn't wait for such a sale to discover the eggs or the cat. The eggs were, or had been handsome, hand-decorated hard-boiled eggs which had been sent from the states - by boat mail! The postmaster sent out a hurry call to the addressee of that package. The cat was one of a collection which belonged to, or was attached to, a postal employee at Cristobal. It disappeared one day, to turn up, thoroughly annoyed but none the worse for wear, in a mail sack at Balboa. It could be that the cat had just happened to crawl in, but it could be that it was helped.

Winners

ASDA National Show, Madison Square Garden, New York, November 1-4, 1990, a Silver-Bronze to David J. Smith, "Canal Zone Postal Stationery, 1907-1978."

Covers of the Quarter

Third class mail is any mail that is not required to be mailed as first class mail. It can be circulars, that is letters that would be sent to more than one person, or printed matter, any letters that have been reproduced by any process other than handwriting or typewriting. It should not have the character of actual or personal correspondence.

To identify third class mail the Canal Zone Postal Service used their canceling machines (M) and handstamp (Hs) obliterator devices without the date inside the dial. (See Fig. 1.) Usually, the year slug was not removed when located outside the dial. In some cases the year slug may have arrived late so that cancellations for the first few days in January may be without the year. This has only been seen with handstamps (Hs-11) and mainly for first class mail. Slogan (Sl) cancellation devices were also used for third class mail, also without the date inside the dial. (See Fig. 2.) Machine cancels also exist with the dial inverted, (See Fig. 3.) including some with slogan cancels, which are hard to find.

Most of the machine and handstamp obliterator types exist without a date for use on third class mail, although some of the smaller Canal Zone post offices may have never used them.

Many thanks go to Lawson Entwistle, author of *"The Postal Markings of the Canal Zone,"* for his help on this topic.

John C. Smith

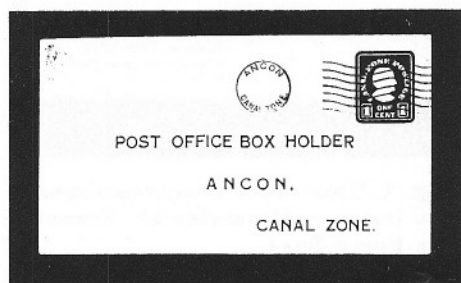


Fig. 1. A third class cover with the date missing from the dial (M-2b).

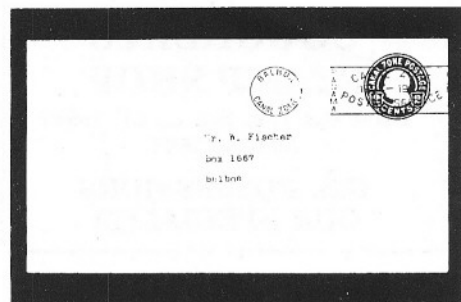


Fig. 2. An example of a third class cover showing a slogan cancel without the date information in the dial.

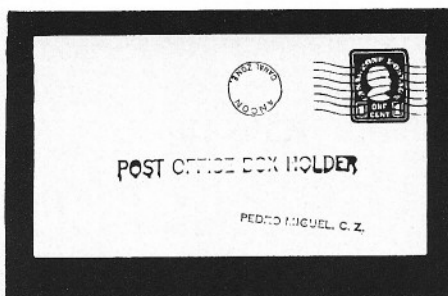


Fig. 3. This third class cover has an inverted dial (M-2b).

Second Error Sheet Found

By David Zemer

In 1923, my family started to send copies of each new issue of Canal Zone stamps, and later commemorative cachets, to my Great Aunt Isabella, who had moved to Boston after graduating from Balboa High School. My grandparents also accumulated stamps and covers for themselves. In 1989, while visiting my grandparents, I told them that I had renewed my interest in Canal Zone stamps, and they pulled out some of the material they had set aside. My grandmother said that she had some stamps printed on both sides, and showed me a sheet of Scott No. 165 that was offset on part of the gum. (See Fig. 1.) She had bought the sheet in 1978 at the Balboa post office. When she noticed the offset, she returned to the post office to ask if they had any more like it. The clerk let her go through the remainder of the sheets, but she did not find any more with offset. He told her that another sheet with similar offset had been found by someone else.

I brought this sheet to Dick Salz, hoping that my family had found a previously unknown error. He smiled, then showed me his single copy of this stamp that he had purchased in the previous CZSG Mail Sale. My hopes of fame and fortune were dashed. Dick told me that Hugh Cassibry had owned a full sheet of 50 and had broken it up. The last time that I had seen Hugh Cassibry I was a school kid back in Balboa and he was Mr. Cassibry to me. I wrote to him and asked him about his offset sheet. He replied that he had acquired his sheet in 1978, while on a visit back to the Zone. He was told that an employee of the Balboa post office had a sheet of unusual stamps, so he contacted him and bought them. Until my grandmother's sheet was "discovered," it was assumed that his was the only sheet with this error. The Cassibry sheet is offset on all 50 stamps and is the same position, upper left, as my grandmother's.

I am sure that anyone reading this article who was not previously aware of this error will rush to his or her collection, hoping to make a similar discovery. This was the only error that my family had ever

found since my great-grandfather, James Milloy, came to the Zone in 1914. To have had the only copies of this error would have been nice, but we realize that very few collectors ever come across these scarce items, and we are fortunate to be able to tell you of our find. Good luck in your search of your collection.

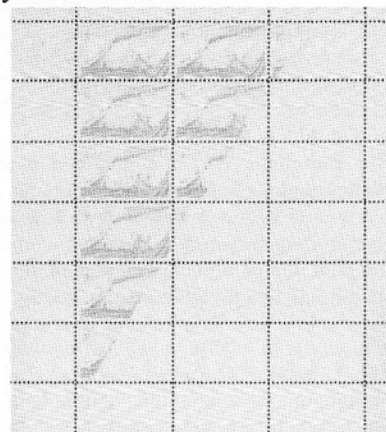


Fig. 1. Offset on gum.

New Advertising Manager

This is to announce that Paul Kravitz has been appointed advertising manager for *The Canal Zone Philatelist*. Please send copy to Paul at the following address:

Paul J. Kravitz
P.O. Box 369
New City, NY 10956

Note that our advertising rates are very low. Check them in the table elsewhere in this issue. And please patronize our advertisers.

R.D. Bates, Jr.

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Material excavated from the Canal would make a line of pyramids, each the size of the Great Pyramid of Egypt, 63 in number and extending nine miles. The same amount of excavation would dig a canal 55 feet wide and 10 feet deep entirely across the United States.

Another Interrupted Flight Cover

By David J. Leeds

A cover that was salvaged from a spectacular plane crash near Alhambra, California on December 22, 1930, has been discovered that should be of interest to Canal Zone collectors. This find adds a sixth item to the five previously reported interrupted flight covers originating in the Zone. See article by Gary B. Weiss [CZP Wh. No. 91, p. 9].

The American Air Mail Society Catalog lists the crash as Interrupted Flight 30.15. As shown in Fig. 1, the cover was addressed to North Owensmouth, California, now a ghost post office that was located in the north end of the San Fernando Valley, 12 miles west of Van Nuys and 5 miles south of Chatsworth. (The post office closed March 1, 1931.) The cover was mailed in Cristobal on December 16, 1930. In Salt Lake City, it became part of a large shipment of Christmas mail aboard a CAM 4 flight bound for San Diego. According to a front-page article in the *Los Angeles Times* on December 23, Western Air Express's \$67,500 Fokker Trimotor plane experienced engine trouble about six hours after takeoff, when it was only a quarter of a mile south of WAE's landing port in Alhambra. According to witnesses, "a heavy blanket of smoke, caused by smudging in nearby orange groves, lay over the port when the huge red ship glided in for a landing at about 1:45 a.m."

Pilot Howard B. Cox attempted to land but was unsuccessful. "I opened the throttle then to pick up speed and altitude and intended to circle again for a landing," he explained. "The left outboard engine did not take hold, but we gained fifty feet altitude before it started again. Then the right engine cut out, we were skidding, and all we could do was to straighten out and cut off all the motors for a forced landing." The landing gear caught on a heavy lead cable filled with telephone wires, and the plane crashed into a bungalow in nearby Monterey Park and burst into flame.

Mr. and Mrs. A.L. Tomer, who were asleep in the house, were not hurt; but their home was practically destroyed by the fire which spread from the blazing plane. Cox and his copilot, George Sherwood, managed to escape from the wreckage unhurt; but their lone passenger, Al Osterhout, suffered facial burns.

In order to remove the wreckage from the Tomer's front yard, WAE was forced to go to court and sue for possession of it. The company posted a \$4000 bond — twice the amount they estimated the wreckage was worth — and required the Sheriff to seize it. Tomer declared he had refused mechanic's permission to remove the skeleton and motors in protection of his own interests. He said planes had been "skimming over trees and wires near his house every day".

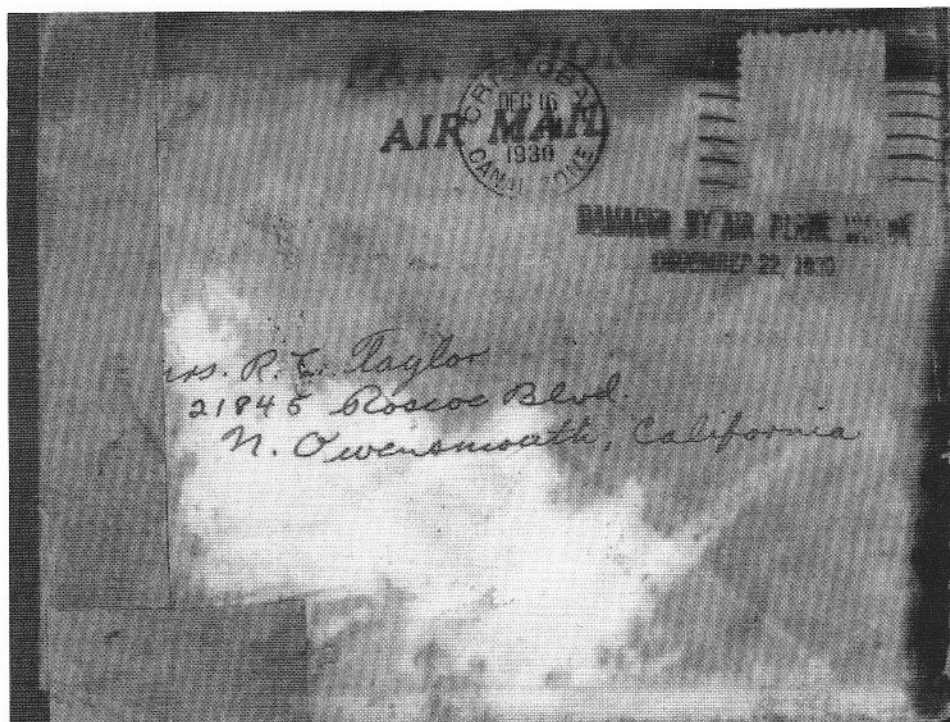


Fig. 1. Interrupted mailcover with handstamp.

The 1445 pounds of mail on board consisted of letters and packages from New York, Chicago, and waypoints throughout the Midwest. Six pouches of registered mail were included in the shipment. The chief mail clerk at the Los Angeles post office informed the *Times* that at least 40% of the mail cargo could be salvaged. "Everything on which we can make out an address will be forwarded," he promised. Some 575 pounds of mail that burned or was water-soaked was salvaged. A two-line cachet "DAMAGED BY AIR PLANE CRASH/DECEMBER 22, 1930" was applied at Los Angeles. (See Fig. 1.)

day cover is cacheted with a rubber handstamp using black ink. Jake Reinig was the designer.



Fig. 1. This cover commemorates the last day of service at France Air Force Base.

Post Office Closing Day Cover Update

Thanks to the 1990 CZSG Mail Sale, three new cacheted covers have come to light. They commemorate the post offices last day of operation.

The first post office, France Air Force Base, closed on October 21, 1949. It only existed for just over one year, making it a very hard to find postal mark. (Fig. 1) The other two post offices are Corozal, closing on July 31, 1952, and Ancon, closing on December 31, 1956.

The initials of Canal Zone Judge E.I.P. Tatelman appear on the back of each cover. This suggests that he was the originator of these scarce covers.

For a review of all the other known Canal Zone post office opening and closing day covers, refer to Wh. No. 86, page 7.

A known post office opening day cover from Paraiso, postmarked on November 10, 1939, was overlooked and not listed in the table on page 7. The Paraiso opening

DARN'D

But if we haven't moved again.

COUGHLIN'S STAMP SHOP

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302-284-9661

U.S. POSSESSIONS
OUR SPECIALITY

The drill holes for blasting the Canal, if placed end to end, would pass entirely through the center of the Earth.

Back to Basics

by Richard D. Bates, Jr.

In this issue I will discuss the basics of collecting booklet panes. Though an entire chapter (19) in *Canal Zone Stamps* by G.N. Plass, G. Brewster, and R.H. Salz (published by The Canal Zone Study Group in 1986) is devoted to booklets and booklet panes, the newer collector may still be unsure about what should be saved and put in a collection to represent these important components of Canal Zone philately. Because of the extensive treatment in *Canal Zone Stamps*, I will not go through all the types and varieties. But there are two important points worth making, following some background.

There are two broad classes of booklet panes prepared for use in the Canal Zone. They are from machine-made and handmade booklets. The stamps used in the more common machine-made panes were printed from special plates prepared for the sole purpose of making booklet panes. The general layout of these plates is described in *Canal Zone Stamps*. For panes made by overprinting U.S. issues printed by the Bureau of Engraving and Printing, the layout is illustrated in *Scott Specialized Catalogue of United States Stamps* in the section that deals specifically with booklets and booklet panes. More advanced collectors find these descriptions important because they help to identify panes from different positions by the markings found on the edges of the panes and on the tab. (The tab is the very important little extra piece of paper, usually at the top of the pane, that is used to attach each pane into the booklet, with staples for older panes or by crimping and glue.) Many of the earlier panes were prepared from ordinary sheet stamps which were cut and assembled into booklets. These booklets are handmade and can be distinguished from machine-made booklets in that handmade panes have perforations both between the stamps and around the outer edge, though the perfs may be trimmed on one side or the other, or partially trimmed on both. Machine-made panes have straight edges around the outer edges of the panes. Handmade booklets were either stitched or stapled together.

With that as general information, the first of the important points about collecting booklet panes can be addressed: **unused** booklet panes are represented in a collection by saving the entire pane, and that usually means *including the tab*. Generally, partial unused panes are not desirable to represent booklet panes in a collection, though for very rare panes and errors from early panes such as 52c, 52d, and 53d, a pair or block from a pane may be the best example that can be obtained. The prices for booklet panes in the catalogue are for complete panes *with the tab attached*. The best way to save a booklet pane for your collection is to purchase a single pane with the tab still attached. Try

not to disassemble a booklet to get a single pane especially if it is a handmade booklet. Taking a booklet apart is called exploding it, and complete booklets as received from the post office are said to be unexploded. Always keep the tabs attached to the individual panes. A complete, unused pane without the tab is considerably less desirable than a pane with the tab, and will sell for only a small fraction of the catalogue price at best. The exceptions to this statement are for very rare panes, such as 55e or 61f, for which few examples exist, and roughly half the known examples are without the tab, though these still sell at a discount.

Booklet panes are identified by a lower case letter following the Scott number, such as 106a, the 2 cent Goethels. This indicates that they are considered major varieties. The catalogue also identifies the number of stamps that occur in each pane. Six is the number for all early Canal Zone booklet panes; those issued in 1970 and later (163a, C48a, C49a, and C50a) were issued with four stamps per pane.

The second important point is that collectors should collect handmade booklet panes as entire booklets or with at least one of the covers included. That is especially true for the 3 cent provisional booklets prepared in the period 1932-4 because the stamps from the ordinary sheet were first separated and then assembled into booklets. Authentication of such a pane is difficult if the cover is not present because a block of six with the selvage can be made to seem like a handmade booklet pane by adding staple holes. Earlier handmade booklets were cut apart on or near the perforation, so the cutting process and stitching used in assembly of the booklet can be used to help authenticate the pane.

The advice for collecting **used** examples of booklet pane stamps is almost the opposite of that for unused examples. First, used booklet pane singles are collected. Some collectors try to reconstruct used booklet panes from six (or four if appropriate) singles with the correct straight edges to indicate positions. That is because used entire panes are very uncommon. When they exist, full panes can be collected with or without the tab, though the tab should never be removed if it is present. On cover, examples of singles from booklet panes are desirable items, and full panes on cover are often the subject of intense competition in an auction. Ironically, a full pane on cover without the tab is generally worth more than a full pane with tab on cover. Why would that be? Only stamp collectors, dealers, and the Philatelic Agency would be likely to use a full pane with tab on cover. Such a cover is said to be philatelic, as it is prepared to show usage of the stamps, to illustrate a rate or postal marking, or to celebrate some occasion such as the first day of issue. Such covers are less desirable than commercial covers, which are covers prepared for the normal purpose of going through the mails.

BOOK REVIEW

by David L. Farnsworth

Black Labor on a White Canal: Panama, 1904-1981 by Michael L. Conniff (University of Pittsburgh Press, 1985) (ISBN 0-8229-3509-0), 221 pages, \$24.95.

The somewhat inflammatory title belies the more scholarly nature of this book. It is the story of the West Indians who moved to Panama for work and of their descendants in Panama.

Conniff introduces the concept of a "third-country labor system." Although it was not unique to Panama, (for example, the British used it elsewhere) his main example is the foreign (third-country) labor brought by the USA into Panama. He describes it as a way to keep the laborers under control.

The fate of tens of thousands of West Indians is followed more or less chronologically. The story begins with the building of the Panama Railroad. It is estimated that 13,000 West Indians were left without employment or a means of leaving Panama in 1889 with the collapse of the French attempt. From 1904 through 1920, perhaps 150,000 West Indians were brought to the Hispanic country of Panama, which contained fewer than one-half million people in 1904. Their treatment on the USA's segregating silver roll of employment and their problems of not being accepted as citizens of Panama are extensively described.

Although the West Indians did manage to join together to call a major strike against the canal in 1920, they were a very diverse group coming from different islands with distinct cultures. These disparities were especially large factors in the early years.

Conniff describes some regrettable effects of the canal effort, which seldom find their way into the publications reviewed here. He sees the late 1970s as a turning point. Fortunately, he is able to be sanguine about the West Indian Panamanians' future.

CANAL ZONE #32c

Booklet of 4 panes
with Booklet Cover ERROR Noting
"1¢" Rather Than "2¢",

Probably only 6 or 7 Known.

Extremely Fine, Mint, O.G. NH

Net - \$3,500

What else do you need in Rare or
Unusual Canal Zone?

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double overprint has always been considered such regardless of the strength of the inking of the second overprint as long as it was not a "kiss" (the paper fluttering against the type in the press). These errors were not kisses and have been recognized for almost a century. Who has suddenly given this new definition of a double overprint? Furthermore, some of the deleted errors have second overprints as strong as the first and should be listed even by the new criteria. Again some Canal Zone errors were deleted on the grounds that a speck of ink showed, for example, of CANAL, the argument being that it cannot then be a ZONE only error. These errors had been recognized since the beginning of Canal Zone philately. Some were deleted that did not show a trace of the second word and, thus, should be listed even by the new criteria.

Two Canal Zone stamps were "de-lettered", i.e. Nos. 24a and 24b which are shade varieties. These are still listed and priced, but without catalogue numbers. Similarly Cuba Nos. 222b, 225a, and J3a were delettered on the grounds that it is a broken letter variety and thus not worthy of a catalogue number. Again these are still listed and priced, but without a number.

	1990	1991
1	\$400	\$450
1a	675	750
1c	3500	4000
1f	1100	1500
2d	500	550
9d	900	1000
10b	1200	1350
14a	750	850
14g	4000	4500
17b	10	22.50
19d	1000	1100
20d	1250	1500
22b	1500	1750
23a	1250	1400
24d	2500	3500
32a	800	1000
45	15	20
51	27.50	45
54	140	200
55b	900	1000
56c	900	1250
56d	1750	2000
57	175	250
72a	175	200
76a	3500	3750
84b	225	275
86b	850	1000
102a	3000	4000
C5a	100	115
J3	500	750
J18a	1400	1750
J20a	2000	2500

Scott 1991 Specialized Catalogue Reviewed by Gilbert N. Plass

I was pleasantly surprised to open the pages of the 1991 *Scott Specialized Catalogue of United States Stamps*. There are numerous improvements in the listings of United States stamps. Many new types of stamps and errors of many recent issues appear for the first time.

In the United States Possessions section there are few changes in the listings, but many changes in the prices. Most of these are price increases. A few examples chosen almost at random are given in the table accompanying this article. There are a number of improvements that could be made in this section including: 1) The listing of plate number blocks for the Bureau printed issues of the Philippines (1906-1946); 2) The listing of the A.M.G. issues from the period after the Second World War in the U.S. Possessions section. Most of these issues were printed by the Bureau of Engraving and Printing in Washington and issued by an arm of the U.S. government; and 3) Reinstatement of Canal Zone and Hawaii overprint errors that should have a catalogue number. A number of the Hawaii 1893 double overprint errors were delisted on the grounds that the second overprint was weak. A

Earliest Date

From the Isthmian Collectors Club Journal a new early date has been reported on Scott No. U15. This item is listed in the United Postal Stationery Catalog as UPSS No. 39 - the new date is 3/12/34.

R.H. Salz